

12 OCTOBER 1929.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 115.

PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

ENLISTED PERSONNEL.

Selective Recruiting.

The former practice of competition between recruiting stations, based on numbers of recruits obtained, some time ago gave way to a competitive system based on "quality recruiting", and the result to date has been most gratifying.

Beginning 15 March 1927, recruiting stations were assigned weekly quotas for first enlistments, which they were not permitted to exceed. The excess of applicants for enlistment over the number of vacancies available has enabled the Navy Recruiting Service to make selective enlistments.

The quotas were at first established on the basis of population. Local influences suggested readjustments, so from time to time the quota assignments have been changed, some localities being increased and others reduced.

The idea proved successful and extensions thereof were immediately projected. For the fiscal year 1928 the number of first enlistments desired was assigned as a total quota for the Recruiting Service. In order to equalize income, the quota for the year was divided into monthly quotas of twelve equal parts. This monthly quota was again subdivided proportionately among each of the main recruiting stations.

This procedure was repeated for the fiscal year 1929 and is in use for the fiscal year 1930. If, for any reason, the quota assigned fails to keep the Navy at full strength, the quotas are increased by a percentage addition; on the other hand, if the quota provides more men than is necessary, which has many times been the case, the quotas are decreased by a percentage subtraction.

The foregoing refers primarily to numbers of men. At the same time it rendered practicable a more thorough investigation of each applicant and permitted placing into effect a modified form of intelligence test. Capacity to undergo discipline is in direct ratio to intelligence. Application of a general classification test in a modified form was begun at various stations and the results of these tests were considered in the acceptance or rejection of applicants. It was impracticable to require the full classification test but the Recruiting Service is instructed to accept no applicant who does not seem to possess at least normal intelligence.

Great stress is laid on investigation of the applicant's antecedents, and his character as established in the community. It is now the practice to accept only those applicants who have resided for several years in a given locality, except in very special cases. This procedure largely eliminates "floaters" and subjects the past records of applicants to full investigation. Only those applicants are enlisted who are vouched for by at least three reputable citizens of the community. The questionnaire which they fill out has special reference to the industry, honesty, and good conduct of the applicant. No applicant with a police record is enlisted.

To illustrate the extent of selective recruiting, during the fiscal year 1928 there were 81,840 applicants and only 13,719 were accepted for enlistment. There were many more than the number accepted who passed all tests for entrance to the Navy. Those who passed the examinations are placed on a waiting list and are tak

from the waiting list in the order of what is believed to be the desirability of the applicant, determined after careful investigation.

All sub-stations have instructions to accept only those applicants who are of high standard and not to consider border-line cases. Owing to the high total of applicants for enlistment, and the excess of those who have passed all tests beyond the number needed to maintain the Navy at full strength, it is rare for any station to fail to fill its allotted quota. However, when this happens, the total monthly quota for the entire Recruiting Service is made up from other stations where there is an excess of satisfactory applicants for enlistment.

To a considerable extent the efficiency of recruiting officers is compared by the quality of the men enlisted. This method of measuring the efficiency of recruiting officers has been in effect for fifteen months. In July, 1929, the Bureau of Navigation began a tabulation of the number of discharges by stations from those enlisted at those stations and serving during the first year of their enlistment. These tabulations are issued to the Recruiting Service. As indicative of the advance made in obtaining a higher quality of recruits during the short time that quality recruiting has been in force, the following tabulations are of interest:

	<u>1928</u>	<u>1929</u>
Gross desertions	2906	2055
Net desertions	794	528
Losses from all preventable causes	9.2%	7.77%
<u>Mental quality</u>	<u>May</u>	<u>May</u>
	<u>1926</u>	<u>1927</u>
Recruits making less than 50 on the General Classification Test (O'Rourke)	28.4%	27.6%
Recruits making 50 or more on the G.C.T.	71.6	72.4
Recruits having less than an elementary education	29.3	26.2
Recruits having just an elementary education	28.4	31.0
Recruits who had completed one or more years of high school	42.3	42.8

While selective recruiting has been in force but a short time, and therefore the foregoing indications are not conclusive, yet they promise effective results.

TRAINING.

Two New Slide Films.

The Bureau of Navigation, with the collaboration of the Puget Sound Navy Yard has completed and ready for issue two new slide films: "The Battleship" and "The Cruiser". In these films the life and activities aboard ship have been shown descriptively rather than technically. They give a bird's-eye view of the ships and of life aboard them, taking one around the decks and showing one the things of interest to a visitor. It is felt that "The Battleship" and "The Cruiser" should be of special interest, not only to recruits, but also to the men of the fleet in that it shows them how their mates in other ships live, work and play.

Identification of Reports of Training Activities.

Form N. Nav. 341, report of training activities, is occasionally received in the Bureau with nothing on it to indicate the office of origin; for example, one for the quarter ending 30 June, 1929, is headed as follows:

From: Commanding Officer.
To : Bureau of Navigation,

but fails to show the unit of which the commanding officer is in command. It would be of considerable interest to the Bureau to know where all these reports originated. In future printings of the form an effort will be made to insure that the attention of the individual preparing the report for submission is called to the need for indicating the name of the ship, and, in the meantime, it will be appreciated if the commanding officer will insure that this information is given. The report requires no signature, and the Bureau is accordingly unable to determine the ship by which it is submitted by reference to the Navy Directory.

Selection of Candidates. Naval Academy Preparatory School.

Most of the returns from the recent preliminary examinations for entrance to the Naval Academy Prep Schools have been received. Commanding Officers appear to have made careful selection of those permitted to compete, supporting the Bureau's policy. As a result, the number who took the examination is somewhat less than last year. Many excellent papers were submitted on the rather difficult examination which was given. The Bureau has given a great amount of thought to the best method of selecting those candidates who should be permitted to go to the Prep Schools. Only about 75 passed in all subjects. After careful analysis of previous years' results, it was found that ability to succeed in passing the Naval Academy examinations could be predicted with considerable accuracy by a careful consideration of the amount of previous schooling of the candidate, as indicated by the preliminary examination, modified by his ability to study, as indicated by his General Classification Test. It seems probable that a selection by this method would produce a full quota out of about 150 men, but in order to make doubly sure, more than that number will be sent to the schools this year. Careful record of the performance of different groups and their predicted percentage of success will be kept in order that, in future years, a still closer approximation may be made. In any event, this year's class will be less than last year's. The excellent cooperation of Commanding Officers has helped the Bureau considerably by eliminating in advance those less likely to be suitable material.

Recruits under Instruction:

The following table shows the number of recruits under instruction at the various Training Stations under date of 28 September 1929.

:	:	Great	:	Hampton	:	Newport	:	San	:
:	:	Lakes	:	Roads	:	R.I.	:	Diego	:
:	:	:	:	:	:	:	:	:	:
:	:	617	:	576	:	585	:	1068	:
:	:	10	:	4	:	4	:	64	:
:	:	0	:	0	:	0	:	34	:
:	:	16	:	17	:	9	:	29	:
:	:	643	:	597	:	598	:	1195	:

Booklets for Radiomen.

There have been received from the Naval Training Station, Hampton Roads, copies of two new booklets for radiomen. One of these contains the "Code Exercises" used at the school in training elementary radiomen. This is the third class radioman's code work put in convenient form. The other is "Elementary Radio Operating Procedure", which is entirely original in its arrangement and method of advancing students, and contains the fundamental first requirements to enable a new operator to take his part in a watch. Copies of this book will be on sale at the Ship's Service Store at the Naval Training Station at a price of about 25 cents per copy. The station states that they can provide copies at the following rate, if ordered before the type is melted up:

100 copies	\$ 36.00
200 "	45.00
500 "	60.00
1000 "	115.00

DISCIPLINE.

Personnel Standards.

The Bureau of Navigation constantly endeavors to furnish Officer Personnel representative of the various types of officers on the available Navy list for duty on all ships. It is the duty of the responsible officers on board any ship to train, instruct, and correct any individual on board who does not in all respects meet the customary standards. The future of the Service depends upon the success of efforts of this character. Passing an individual who fails to come up to the mark in one or more qualifications on to some other ship does not result in any benefit to the whole Service which, it goes without saying, should be the first concern of all of us.

NAVAL RESERVE.

Limiting Period for Re-examination of Naval Reserve Officers.

The Naval Reserve Regulations state that an officer who fails to qualify for promotion when due will be required to take a re-examination for the same grade or rank within a period of six months, and if he qualifies on re-examination he will be promoted without loss of precedence.

The question has been raised as to when the six months period following the original examination begins. The Bureau has decided, and set forth in a recent circular letter to all Commandants, that this period will begin on the date of the Bureau's letter notifying the officer of his failure to pass the original examination.

Inspections of Naval Reserve Units.

The Naval Reserve Inspection Board has begun its inspection of the various Reserve units for the fiscal year 1929-30. The Naval Reserve activities at Jersey City, N. J., were inspected on 2 October; and those at Perth Amboy, N. J., on 3 October.

OBSERVATORY.

New Navigational Instruments.

In order that officers in general may be familiar with the new instruments being developed and supplied to certain types of vessels, a brief description of some of these instruments is given below:

Telescopic Alidade

This instrument consists of a 4 power telescope mounted on a ring that will fit a gyro compass repeater or magnetic 7-1/2" compass. In the telescope there is a prism system by which, in the lower part of the field, is seen the compass card and bubble. A detachable altimeter system is provided, by which azimuths of the sun and stars may be obtained. The first twelve of these have been delivered and sent to the USS FLORIDA, CALIFORNIA, WYOMING, LEXINGTON, CONCORD, OMAHA, TRENTON, HOPKINS, DALLAS, DECATUR, LITCHFIELD, and PAUL JONES. A second lot of 150 of these instruments have been ordered, and the manufacture of them should be completed in about one year. They will be supplied as received, direct to battleships and cruisers (except those to be equipped with self-synchronous alidades), destroyers and airplane carriers. No request from ships will be necessary.

Self-Synchronous Alidades.

This instrument consists of a disc actuated by the gyro compass, on which can be mounted an azimuth circle, a bearing circle, or an azimuth telescope. The disc will maintain a true bearing while the ship turns. These instruments are being provided for battleships as they are being modernized, and light cruisers of the 10,000 ton class.

Dead Reckoning Tracer Equipment, including latitude and Longitude Indicator.

This equipment consists of a course component recorder located in the central station, and connected electrically with the revolution counters and gyro compass. This instrument has counters that give the total miles steamed, the miles east (or west), and the miles north (or south). The course component recorder is also connected electrically with the tracking table in the chart house. There is an additional outlet in the central station, so that the table can be mounted and used there when the ship is cleared for action. The table has a pencil that is moved along as the ship moves, and traces the course of the ship.

The latitude and longitude indicator is located in the chart house, and the dials indicate the dead reckoning latitude and longitude.

It is the intention that this equipment shall be supplied to all battleships, airplane carriers, and light cruisers. It is hoped to equip all of these ships within the next two years.

There is also under consideration a course component recorder of less accuracy for submarines and destroyers. This instrument will give only the miles steamed, the miles east (or west), and the miles north (or south).

Course Recorder.

This is a new type of recording instrument for the self-synchronous transmission system. Instruments have been ordered for new light cruisers, and all battleships modernized, subsequent to the USS TEXAS and USS NEW YORK. These instruments should have an accuracy of at least .4 of a degree.

HYDROGRAPHIC.

Retirement of Mr. Harry L. Ford.

The Hydrographer announces with regret the retirement of one of his very valuable employees, Mr. Harry L. Ford, Associate Engineer (Cartographic).

Mr. Ford has been in Government Service since 1 April 1888. From 1888 to 1899 he served in the Navy under naval enlistment, including active service in the Navy during the Spanish American War. From 1899 until 1908 he was employed in the Coast and Geodetic Survey as nautical expert, compiling information for sailing directions of the Philippines, Atlantic, Pacific, and Gulf coasts. In 1908 he transferred from the Coast and Geodetic Survey to the Hydrographic Office. From 1908 until 1924 he was Chief of Party, East Guantanamo Survey, Cuba. While in charge of the Guantanamo Survey, Mr. Ford assisted officers of the Fleet in establishing range beacons and in various tasks where the services of a hydrographic engineer were needed. From July 1924 to September 1925 Mr. Ford served on board the USS NIAGARA as hydrographic surveyor, while that vessel was engaged in a survey off the coast of Venezuela.

In 1925 Mr. Ford was transferred to duty in the Hydrographic Office, Washington, where his services have been most valuable in connection with examination and compilation of survey data, the preparation of survey specifications, and instruction of young naval officers ordered to duty on board surveying ships, as well as junior engineers in the office. His wide experience in the field and in the office, coupled with his unique ability as an instructor, added greatly to his value to the government.

Due to Mr. Ford's duty in the tropics he was eligible for retirement at the age of 62, but owing to his excellent physical condition, he was retained on active duty. Due to recent illness, Mr. Ford has elected to retire at this time. The Hydrographic Office has lost the services of a most valuable employee.

MISCELLANEOUS.

Scholarship Available.

There is now immediately available one scholarship amounting to \$330.00 to the "La Colline School", 3900 Cathedral Avenue, Washington, D. C.

"La Colline School" takes both boys and girls from 4 to 15 years of age, and the regular tuition for boarders is \$600.00 to \$1,000.00, and for day pupils \$120.00 to \$200.00, a year, service children being allowed a five percent reduction on above prices.

The above mentioned scholarship is available in whole or in part to the son or daughter of a deceased Army, Navy, or Marine Corps officer. Anyone desiring this scholarship should submit information to Mrs. A. J. Myer, principal of "La Colline School". A committee will make award of scholarship according to financial status of applicant.

Handling of Personal Mail.

It has recently come to the attention of the Bureau that in some cases the handling of personal mail for men of the Naval service leaves something to be desired. In order to expedite the handling of such mail, all Naval personnel should be instructed to inform their correspondents to use their full names and ratings in addressing them. Commanding Officers should instruct mail orderlies to forward mail to the new addresses of men who have been transferred to other ships or stations, and to carefully carry out the Post Office instructions concerning the reasons for non-delivery of mail. Recently a letter was received at a certain station, giving only the initials of the man addressed. This letter was returned, through error, to the sender with the notation that the letter was not delivered due to the fact that the addressee was deceased. This error probably would not have occurred if the letter had been properly addressed with the man's full name and rating.

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OFFICER PERSONNEL.

Candidates for Student Naval Aviator.

The Bureau has received completed aviation questionnaires on Form N. Nav. 169 from practically all officers of the Naval Academy Classes of 1921 to 1926, inclusive. The information furnished on these forms is being utilized to determine all prospective candidates for flight training at Pensacola from officers of these classes who are not, at present, connected with the Aeronautical organization of the Navy.

Based on these replies, and with a view to making all qualified candidates of these classes available for flight training, action is being taken as follows. Officers who are applicants for this training who have not had previous flight instruction and who are physically and temperamentally qualified have been ordered to report for elimination flight training when directed by the Commander of the Fleet in which they are serving. Those who have previously failed at Pensacola and have expressed a desire for re-assignment have been considered. The names of such officers, whose records of previous instruction indicate a possibility of their qualifying if again ordered under training, have been added to the Bureau's list of qualified applicants. Cases of officers who have expressed a desire for flight training but who have been found physically disqualified have been referred to the Bureau of Medicine and Surgery. Physical re-examinations have been ordered in their cases when the nature of the disability originally reported indicates the possibility of improvement or granting of a waiver. Names of officers thus re-examined have been added to the list of qualified applicants when it is found that their physical condition justifies this action.

Exceptions to the established policy of not beginning flight training of any applicant over thirty-one years of age have been made in very few cases and only to meet the requirements of the Aeronautical organization. The pressing need is for young officers whose rank on completion of training will fit subordinate positions in the various squadrons. This will enable them to gain aviation experience before attaining rank which will necessitate their assignment to squadron command billets. Applicants who slightly exceed the age limit are accordingly not desired for their rank would, in general, entitle them to responsible billets in active squadrons for which they would be unqualified due to lack of aviation experience. Exceptions to the age limit are made occasionally in the cases of officers whose ages are considerably above thirty-one years but only to meet actual or prospective requirements for qualified officers of certain ranks for administrative billets in the Aeronautical organization.

It is noted that in filling out the Bureau's questionnaire, many officers stated they would gladly undergo flight training provided they felt they could return to general service after a certain length of time, as they would not care to specialize in aviation to the exclusion of other duty. The Bureau has never required officers to obligate themselves to remain for any definite period with the Aeronautical organization as a condition for assignment to Pensacola, nor has it at any time disapproved the request of a naval aviator to return to general service. No aviator on general service is ordered back to flying duty except at his own request. The Bureau considers that the return of aviators to general service from time to time is distinctly in the interests of aviation and the Service in general, as well as of the individual concerned.

It is further noted that several officers have been unwilling to apply for training at Pensacola through fear of being given duty which, for one reason or another, they consider undesirable, should they fail to successfully complete the aviation training course. The Bureau cannot assure any officer as to future duty but particular consideration is afforded the duty preferences of officers who fail at Pensacola and their wishes are complied with when practicable. No officer can expect to obtain the duty he desires on every assignment. In the normal course of assignments to duty there is a fair chance that an officer may be ordered to duty which he does not desire, whether he goes to Pensacola or not. This may happen at about the time he might otherwise have gone to Pensacola.

Other officers fear that failure to qualify at Pensacola may reflect unfavorably on their fitness reports. While it is true that at one time entries were made on fitness reports stating that an officer had failed to qualify as a naval aviator, this entry has not been considered as in any sense a reflection on the general service ability of the officer. To remove any possible doubt in the minds of officers this practice has long since been discontinued and remarks are confined solely to the general service qualifications of the officer.

ENLISTED PERSONNEL.

Messmen Situation.

The present messmen situation, in the Navy as a whole, is as follows:

Officers' Stewards-----	36	Excess
Officers' Cooks-----	31	"
Mess Attendants first class-----	268	"
Mess Attendants second class-----	78	"
Mess Attendants third class-----	351	Short

The present monthly attrition in Cooks and Stewards is about five each and in mess attendants first class about ten. The monthly attrition of mess attendants first class will increase in about eight months, when the excess in cooks and stewards is used up. At the present rate it will be at least eighteen months before the Bureau can re-open advancements from mess attendant second class to mess attendant first class.

Excesses now existing in the various messmen ratings were brought about in the normal manner by allowing commanding officers to promote men of lower ratings to fill vacancies existing on board. The slowness by which the excesses in this group are being eliminated is probably due to the fact that most men of this group remain in the service for twenty or more years, rather than going out on expiration of enlistment, or going into the Reserve at the end of sixteen years service. The Bureau is fully aware of the fact that many deserving mess attendants and messmen in higher ratings are being held back from deserved promotion. However, the excess now existing must be eliminated before further promotions can be authorized.

Return of Filipinos to the Philippines.

There appears to be misunderstanding throughout the Service concerning the return of Filipinos to the Philippines. This matter is covered in Bureau of Navigation Manual, Article D-7019 (4) and (5), Article D-7020 (6), and Bullav letters P18-1/MM(43) of 28 March 1927, and P16-1/MM(86) of 28 June 1927.

In order to clarify this subject, the substance of the above-mentioned paragraphs of the Manual and letters are condensed in the following specific instances:

- (1) A Filipino who enlisted in the Philippines and did not sign a waiver of transportation mentioned in Article D-7019 (5) is entitled to transportation or travel allowance to the Receiving Ship at San Francisco. If he applies for transportation to the Philippines within three months from the date of his discharge he may be given passage on any Government transport and subsistence enroute without further reference to the Bureau. If he applies more than three months after date of discharge, his application should be forwarded to the Bureau for consideration, together with the recommendation of the Commanding Officer of the Receiving Ship, San Francisco, with the reason for not applying for passage within three months fully set forth.
- (2) A Filipino who enlisted in the Philippines but signed a waiver of transportation as set forth in Article D-7019 (5) is not entitled to transportation or travel allowance to the Receiving Ship at San Francisco. However, transportation to the Philippines via Government transport from the Receiving Ship at San Francisco may be authorized for such a man without reference to the Bureau in case he applies for such transportation within three months of the date of his discharge from the Navy. Such a man will be required to pay the cost of subsistence on the transport. In case he applies after three months from date of discharge, procedure in (1) above should be followed.
- (3) A Filipino who enlists in the United States is entitled to transportation or travel allowance only to the place of his acceptance for enlistment. If such a man desires to return to the Philippines he may make request of the Receiving Ship at San Francisco, and report of the circumstances made to the Bureau who will make final decision in the matter.
- (4) A Filipino who is not a Naturalized Citizen of the United States and who is to be discharged for disciplinary purposes should be returned to the Receiving Ship at Cavito for discharge, as required in Article D-7020 (6).

TRAINING.

Conference on Procurement of Naval Aviators and Naval Aviation Pilots.

The conference called by the Chief of Bureau of Navigation to consider the general question of obtaining sufficient Naval Aviators and Naval Aviation Pilots to fill all demands for replacement of losses due to attrition and for new personnel required by the building program, met in the Bureau of Navigation on 8 October, 1929. The Assistant Secretary of the Navy for Aeronautics, the Chief of Bureau of Aeronautics, the Chief of Bureau of Navigation, the Commandant of the Naval Air Station, Pensacola, and representatives of the Bureaus of Aeronautics and Navigation and of the Naval Air Station, Pensacola, were present.

Addresses were made by the Assistant Secretary of the Navy for Aeronautics, by the Chiefs of the Bureaus of Aeronautics and Navigation, and by the Commandant of the Naval Air Station, Pensacola, which covered aviation personnel problems in general. The following committee was then named to consider the matter in question and to make specific recommendations to meet present and future requirements: for the Bureau of Navigation, Capt. Byron McCandless, Commander Harvey Delano, and

Lieut. Comdr. Wadleigh Capehart; for the Bureau of Aeronautics, Comdr. John H. Towers, Comdr. R. K. Turner, and Lieut. Comdr. H. B. Cecil; for the Naval Air Station, Pensacola, Lieut. Comdr. C. P. Mason, Lieut. Comdr. G. F. Bogan, and Lieut. H. S. Duckworth.

The report of this committee has been submitted to and commented upon by the Chiefs of the Bureau of Navigation and Aeronautics, and is in the hands of the Secretary of the Navy for further action. In general, it may be stated that the specific recommendations of the committee included revision of the flight syllabus and a radical reduction of the ground school course. When the report has been acted upon by the Secretary of the Navy, it is intended to publish it in full, together with all comments thereon, for the information of the Service.

Employment of Service School Graduates.

In following up the careers of graduates of service schools, the training stations still find occasional men who are not given an opportunity to work at the specialty for which they are trained. This is uneconomical. It will be most desirable if commanding officers will take steps to employ them in the trades for which they are particularly trained, or effect their transfers to commands where their special training can be utilized to advantage.

Improvement in Service School Graduates.

Reports from the Fleet indicate that the quality of graduates of Radio Operating Schools has improved in recent months. The schools and the Bureau have been cooperating to bring about such a result, and this news is of great interest. The schools and the Bureau have also been cooperating toward making the electrical schools more practical. The Bureau would be pleased to know whether or not this effort is obtaining recognizable result in furnishing better qualified graduates for work in the Fleet.

Guide to Selections for Special Assignments.

The Bureau is constantly learning of officers at various places in the service who have shown an active interest in the methods employed in selecting men for special training or for special jobs. In the new complete list of the Loan Collection of the Bureau Library there appears the name of a book by Dr. Laird, entitled "Psychology of Selecting Men". It is believed that this book will be of considerable interest to officers interested in this subject.

Recruits under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations under date of 5 October, 1929.

	Great Lakes	Hampton Roads	Newport R.I.	San Diego	Total
Recruit Training					
Apprentice seamen	633	645	568	1101	2947
Seamen Second Class	6	3	4	73	86
Firemen Third Class	0	0	0	43	43
Other Ratings	13	18	9	28	68
	652	666	581	1245	3144

Changes in Names of Hospital Corps Schools.

Upon recommendation of the Bureau of Medicine and Surgery, this Bureau has authorized changes in names of the following schools:

Portsmouth, Va.

From "Pharmacist's Mates School" to "Hospital Corps School".

San Diego, Calif.

From "Hospital Corps Training School" to "Hospital Corps School".

An Interesting Comparison.

In the course of an analysis now underway of 1000 recruits enlisted in 1923 who were given the General Classification Test, the following comparison was made between the top twenty and the bottom twenty.

(a) Present Naval Status:

- (1) Top 20: 4 men still in service plus one midshipman.
- (2) Bottom 20: 1 man still in service.

(b) Separations without honor:

- (1) Top 20: 2 bad conduct discharges.
- (2) Bottom 20: 1 dishonorable discharge, 2 bad conduct discharges, 1 undesirable discharge, 2 desertions.

NAVAL RESERVE.

Presentation of Noel Davis Trophy.

On Thursday evening, October 3, 1929, The Noel Davis Trophy was presented to the First Aviation Division, Squadron VN-15-RD13, Naval Air Station, Seattle, by Admiral H. J. Ziegemeier, Commandant of the Thirteenth Naval District. This trophy was donated by the Guggenheim Fund to be presented annually to the most efficient Naval Reserve aviation division. Appropriate ceremonies were held and the presentation of the trophy was witnessed by representatives of the Chamber of Commerce, the Municipal Government officials, and many other Seattle citizens.

Scientific Expedition to Guadalupe Islands.

The Commanding Officer of the U.S. Naval Reserve Aviation Base, Long Beach, Calif., the Personnel Officer of the Eleventh Naval District, and a group of scientists and naturalists left San Diego, on board the U.S.S. EAGLE #34 for the Guadalupe Islands, on 26 September, 1929. The cruise was made for the purpose of obtaining information and specimens of seals and sea lions. The party returned to San Diego, aboard the U.S.S. KOKA, on 29 September, 1929, with four of the largest specimens ever captured. Much additional knowledge was gained by this short cruise to the Islands.

HYDROGRAPHIC.

Cases of Sea Water Discoloration.

The following is an interesting account of those minute algae (trichodesmiums) which are prevalent in many parts of the sea and impart to it various

colors, including yellow and brown. One form (*trichodesmium erythraeum*) is reddish in color, threadlike in appearance, and is periodically found in the Red Sea. H.B.M.S. CHALLENGER reported that in the Atlantic "they passed through water full of minute algae gleaming like particles of mica". Sometimes they cause the sea to appear in milky whiteness.

Second Officer E. A. Cooper of the American steamer PRESIDENT WILSON, Captain M. Griffith, reports that on September 2, 1929, in lat. $13^{\circ} 00' N.$, lon. $55^{\circ} 17' E.$, at noon, the sea water changed to a green-blue-muddy color. The temperature of the sea was $80^{\circ} F.$ At 4 p. m., in lat. $11^{\circ} 53' N.$, lon. $59^{\circ} 50' E.$, with sea water at $79^{\circ} F.$ (which fell in half an hour to $70^{\circ} F.$), long yellow streaks were encountered lying in a southwest-northeast direction. Some of these streaks were on the surface and others from a few feet below to as deep as could be seen in the then clear water. The phenomena continued to be observed until 6 p. m. in lat $13^{\circ} 06' N.$, lon. $51^{\circ} 08' E.$, when the water changed. The temperature of the water remained at 70° until 10 a. m., September 3, in lat. $13^{\circ} 18' N.$, lon. $51^{\circ} 08' E.$, when the wind quickly changed from southwest, force 4-6, to west, force 1 to calm, and the temperature of the sea rose to 83° in two hours.

H.O. Publication No. 171 - New Zealand Pilot, 1929 Edition.

This volume, which includes information relating to the coasts of New Zealand, the Kermadec Islands, Chatham Islands, and the off-lying islands southeast and south of New Zealand, is now on issue. While designed primarily to present information which from its nature cannot readily be shown on the charts, there is also included a description of outstanding hydrographic and topographic features, in order that, where large-scale charts are not available, the navigator may have some advance information that will aid him in safeguarding his vessel.

A chart showing graphically the recommended oceanic and interport routes has been inserted, and the book is completed by several appendixes, notably:

Particulars of the largest dry dock or marine railway at each port.

List of principal ports and anchorages, with brief statement of the depth in each.

Meteorological tables for a number of places, giving monthly averages of barometric pressure, temperature, wind, and fog.

Views of coastal features and landmarks.

In this volume, as in other recent editions of the Hydrographic Office Sailing Directions, certain changes in form have been introduced, which, in addition to a carefully prepared index, should make the contents more readily accessible. The principal changes are:

A uniform sequence in the arrangement of descriptions, special treatment being given to ports and their facilities for shipping;

The frequent insertion of geographical coordinates and references to the best scale charts.

Comment will be appreciated as to how well this book meets the navigator's requirements. It is also requested that the Hydrographic Office be notified of errors discovered or of information that should be inserted.

The Hydrographic Office acknowledges with thanks reports from naval vessels, officers of the merchant marine, and consuls of the United States. These reports are of great value in revising Hydrographic Office publications.

OBSERVATORY.

Second-Setting Navigational Watches.

There has recently been developed a second-setting navigational watch, of which a few have been sent out to vessels for trial, and others are in process of conversion at the Naval Observatory. It is thought that all line officers will be interested in knowing about this watch.

These watches have been converted from patrol boat chronometers. The second hand itself is not set, but the seconds dial is made so that it can be rotated and set in any position, which gives the same effect. The winding stem, when pulled out, sets the minute and hour hands; an additional stem similarly sets the seconds dial. Some of these watches are regulated to keep mean time, some to keep sidereal time.

These watches were designed primarily for use in aircraft, and were to be issued in pairs. If set correctly before a flight, they should enable the observer to have reasonably correct G.M.T. and G.S.T. instantly available. As a further convenience they were fitted to be strapped to the fore-arm or thigh, enabling the observer to mark his own time and dispense with a recorder.

It was then thought that possibly these watches might be of assistance to navigators of surface vessels, and trial distribution was made accordingly.

As far as the mean time watch is concerned, it is merely a high grade comparing watch, which can be readily set so as to give the navigator G.M.T. on the bridge, without applying chronometer correction, and possibly enabling him to mark his own time. If the rotated seconds dial is found inconvenient, it can be set to read like an ordinary watch.

The sidereal time watch, on the other hand, should prove of considerable assistance in taking star sights, even if the second-setting feature is found inconvenient. A mean time watch, if set to sidereal time, loses about 10 seconds every sidereal hour. The correct G.S.T. on the bridge should shorten the work in star sights.

Some objection may be found to the size and weight of these watches. If so, and if the second-setting feature is found to be of value, it may be practicable to reduce somewhat the size and weight when new watches are purchased.

MISCELLANEOUS.

Contribution to "Save Old Ironsides" Fund.

In the work of raising funds for the rebuilding of the U. S. Frigate Constitution (Old Ironsides), the Committee from time to time receives tangible evidence that the Navy as a whole is solidly behind the project. Such a testimonial was recently received by Rear Admiral Philip Andrews, U. S. Navy, Commandant of the First Naval District.

When the U.S.S. MEYER was placed out of commission there remained a balance of \$155.62 in the Ship's Service Fund. The Commanding Officer of the MEYER, Lieutenant Commander F. S. Craven, U.S. Navy, turned this amount over to Rear Admiral Senn, commanding the Destroyer Squadrons, Battle Fleet, who forwarded it to Admiral Andrews.

Admiral Andrews, in acknowledging this contribution, expressed to Lieutenant Commander Craven his deep appreciation for the contribution, and for the happy thought which prompted it.

The work on the Constitution is now 88 percent completed. Some time this fall the ship will be taken out of the dry dock, where she has rested since June 16, 1927, to be moored alongside one of the piers at the Boston Navy Yard. There the masts will be stepped and the ship again will take on the finished look of a frigate of our early navy.